

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application, amendments to the claims begin on the next full sheet:

By this amendment, Applicant hereby amend claim 171, 173, 191 and 195 and cancel claim 181 as listed below:

I-170 CANCELLED

171. (Currently Amended) A kit for a drive system, the kit comprising:
- an at least one power storage device;
  - at least one motor intermittently energized and de-energized through a control device;
  - at least one weighted drive member coupled to the motor;
  - an at least one energy recovery device returning energy to the at least one power storage device when the weighted drive member is moving, wherein the at least one energy recovery device is directly coupled to the weighted drive member;
  - a drive unit intermittently coupled to said at least one weighted drive member such that the motor drives the at least one weighted drive member which in turn drives the drive unit when the drive unit is engaged and when the drive unit is disengaged from the weighted drive member the drive unit ceases to drive ~~[[the]]~~a vehicle but allows the weighted drive member to continue in an energized state and drive the energy recovery device.
172. (Previously Amended) The kit of claim 171, further comprising a clutch device coupled to the weighted drive member assisting the weighted drive member to continue in an energized state after the drive unit is disengaged and de-energized.
173. (Currently Amended) The kit of claim 171, further comprising a second energy recovery device coupled to the drive unit and drawing energy from the drive unit when the drive unit disengages from the weighted drive wheel and returning ~~[[the]]~~ energy to the second at least one energy power storage device.
174. (Original) The kit of claim 171, further comprising a control input that is coupled to a controller that controls the flow of power from the at least one power storage device to the motor, the controller energizing the motor in response to the control input.
175. (Original) The kit of claim 171, wherein the at least one energy recovery device is intermittently coupled to the weighted drive member through an intermittent engagement device mounting a traction wheel.
176. (Original) The kit of claim 174, wherein the controller is a programmable logic unit.
177. (Original) The kit of claim 176, wherein the controller monitors at least one sensor input.
178. (Original) The kit of claim 177, wherein the controller monitors at least one of the following sensor inputs, the control input position, the traction wheel position, the motor power condition, the motor RPM, and other suitable inputs.

179. (Original) The kit of claim 176, wherein the controller sends at least one output signal.
180. (Original) The kit of claim 179, wherein the controller sends at least one of the following output signals, a repositioning location signal for the traction wheel, an alternator field current modulation signal, a motor operation signal, an engagement/disengagement of the traction wheel signal, and other suitable output signals.
181. (Original) The kit of claim 171, wherein the at least one energy recovery device is directly coupled to the weighted drive member.
182. (Original) The kit of claim 171, wherein the at least one energy recovery device is directly coupled to the motor.
183. (Original) The kit of claim 171, wherein the at least one energy recovery device is a tractive member coupled to an energy recovery mechanism.
184. (Original) The kit of claim 183, wherein the energy recovery mechanism is a generator, an alternator, a permanent magnet device or a stator.
185. (Original) The kit of claim 171, wherein the controller intermittently engages said at least one energy recovery device in response to a control input.
186. (Original) The kit of claim 185, wherein the control input is one of a foot pedal, a lever, a slideable switch, or a push button switches.
187. (Original) The kit of claim 171, wherein the weighted member is a weighted disk-shaped member.
188. (Original) The kit of claim 187, wherein the weighted disk-shaped member has a substantial amount mass concentrated along an outer perimeter of the member.
189. (Original) The kit of claim 171, wherein the at least one energy recovery device further comprises a first energy recovery device.
190. (Original) The kit of claim 189, wherein the at least one energy recovery device further comprises a second energy recovery device.

191. (Currently Amended) The kit of claim[[70]] 171, further comprising an intermittent engagement device comprising at least[[is]] one of a spring with tension arm and micro controller, a switch with a motor and a screw or a clutch mechanism.

192. (Original) The kit of claim 171, wherein the at least one energy recovery device has a field strength and the field strength is adjusted according to a condition of movement of the drive system kit.

193. (Original) The kit of claim 192, wherein, during an acceleration condition of the drive system kit the at least one energy recovery device is not powered.

194. (Original) The kit of claim 192, wherein, during a coasting condition of the drive system kit, the at least one energy recovery device is engaged and adjusted to maximize energy recovery.

195. (Currently Amended) A vehicle comprising:

- an at least one set of wheels;

- an at least one drive system for each of the corresponding at least one set of wheels, the drive system comprising;

  - a first at least one power storage device;

  - an at least one motor intermittently energized and de-energized through a control device;

  - an at least one weighted drive member coupled to the motor;

  - an at least one energy recovery device returning energy to the at least one power storage device when the weighted drive member is moving; and

  - a drive unit intermittently coupled to said at least one weighted drive member such that the motor drives the at least one weighted drive member which in turn drives the drive unit when the drive unit is engaged and, when the drive unit is disengaged from the weighted drive unit, ceases to drive the vehicle but allows the weighted drive member to continue in an energized state and drive the energy recovery device where the energy recovery device is directly coupled to the weighted drive member.